AMENDMENTS TO THE CLAIMS

1. (previously presented) A runflat tire having an axis of rotation, the tire comprising:

a pair of axially-spaced bead portions; each bead portion having a bead core;

a pair of axially-spaced sidewalls;

at least one body ply;

each of the sidewalls including a sidewall insert disposed axially inwardly of the at least one body ply; the sidewall inserts being adapted to support the sidewall in an uncollapsed runflat operating condition; the sidewall inserts being fabricated from a high modulus material; and

each of the sidewalls having a radial portion and a cantilever portion, the cantilever portion being cantilevered with respect to the bead core; the cantilever portion of the sidewall being configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +30 degrees to -30 degrees with respect to the axis of rotation of the tire.

2. (original) The tire of claim 1, wherein the cantilever portion includes a portion of the sidewall insert.

3. (original) The tire of claim 2, wherein the sidewall insert includes a cantilevered portion disposed in the cantilever portion of the sidewall.

4. (original) The tire of claim 3, wherein the sidewall insert includes an axially inner end disposed adjacent the radially outer end of the bead portion.

5. (canceled)

6. (currently amended) The tire of claim ~~5~~ 4, wherein the sidewall insert is crescent shaped.

7. (previously presented) The tire of claim 1, wherein each bead portion includes a bead filler that extends into the cantilever portion of the sidewall.

8. (canceled)

9. (previously presented) A runflat tire having an axis of rotation, the tire comprising:

a pair of axially-spaced bead portions; each bead portion having a bead core;

a pair of axially-spaced sidewalls;

at least one body ply;

each of the sidewalls including a sidewall insert disposed axially inwardly of the at least one body ply; the sidewall inserts being adapted to support the sidewall in an uncollapsed runflat operating condition; the sidewall inserts being fabricated from a high modulus material;

each of the sidewalls having a radial portion and a cantilever portion, the cantilever portion being cantilevered with respect to the bead core; the cantilever portion of the sidewall being configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +30 degrees to -30 degrees with respect to the axis of rotation of the tire; and

the bead portion including an axially-disposed outer end disposed adjacent the radially-disposed inner end of the sidewall insert.

10. (canceled)

11. (previously presented) The tire of claim 9, wherein each of the sidewall inserts are crescent shaped.

12. (previously presented) A runflat tire having an axis of rotation, the tire comprising:

a pair of axially-spaced bead portions; each bead portion having a bead core;

a pair of axially-spaced sidewalls;

a first body ply and a second body ply;

each of the sidewalls including a sidewall insert adapted to support the sidewall in a runflat operating condition; the sidewall inserts being fabricated from a high modulus material;

each of the sidewalls having a radial portion and a cantilever portion, the cantilever portion being cantilevered with respect to the bead core; the cantilever portion of the sidewall being configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +30 degrees to -30 degrees with respect to the axis of rotation of the tire; and

each bead portion extending through the cantilever portion of the sidewall and including a radially-disposed outer end disposed adjacent the radially-disposed outer end of the sidewall insert.

13. (previously presented) The tire of claim 12, wherein the bead portion is disposed between the first and second body plies.

14. (original) The tire of claim 13, wherein the bead portion includes a bead core and a bead filler; the first body ply is turned up around the bead core and the second body ply has an end disposed adjacent the bead core.

15. (original) The tire of claim 14, wherein the turned up portion of the first body ply is disposed axially outward of the second body ply.

16. (original) The tire of claim 15, wherein the sidewall insert is crescent shaped.

17. (previously presented) A runflat tire having an axis of rotation, the tire comprising:

a pair of axially-spaced bead portions; each bead portion having a bead core;

a pair of axially-spaced sidewalls;

a first body ply and a second body ply;

each of the sidewalls including a sidewall insert adapted to support the sidewall in an uncollapsed runflat operating condition; the sidewall inserts being fabricated from a high modulus material;

each of the sidewalls having a radial portion and a cantilever portion, the cantilever portion being cantilevered with respect to the bead core; the cantilever portion of the sidewall being configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +30 degrees to -30 degrees with respect to the axis of rotation of the tire; and

the bead portion including a bead filler; and the bead filler being disposed between the first and second body plies in the cantilever portion of the sidewall.

18. (original) The tire of claim 7, wherein the cantilever portion of the sidewall also includes a cantilevered portion of the sidewall insert.

19. (original) The tire of claim 18, wherein the bead portion includes a bead core and a bead filler; the tire further comprising first and second body plies; the bead filler being disposed between the first and second body plies in the cantilever portion of the sidewall.

20. (original) The tire of claim 19, wherein the sidewall insert is crescent shaped.

21. (original) The tire of claim 1, wherein the bead portion includes a bead filler; the bead filler and the sidewall insert being fabricated from the same material.

22. (original) The tire of claim 21, wherein the material of the insert and the bead filler are fabricated from a hard, high modulus rubber compound having a Shore A Durometer between 70 and 97, a mechanical static modulus in the range of 1400 psi to 4000 psi at 15% strain, and loss tangent delta (tan δ) between 0.03 to 0.2 measured at 100°C, 7% deflection, and 10Hz.

23. (canceled)

24. (original) The tire of claim 1, further comprising a stiffener ring connected to each of the sidewalls at the cantilever portion.

25. (original) The tire of claim 24, wherein each of the sidewalls has an inner surface; the stiffener ring connected to the inner surface.

26. (original) The tire of claim 24, wherein the stiffener ring is embedded within the sidewalls.

27. (original) The tire of claim 26, wherein a belt package is at least partially disposed within the sidewalls.

28. (previously presented) The tire of claim 24, wherein the stiffener ring is disposed axially-inside the body ply.

29. (previously presented) The tire of claim 24, wherein the stiffener ring is disposed axially-outside the body ply.

30. (previously presented) The tire of claim 24, wherein the body ply includes a main portion and a turned up portion; the stiffener ring being disposed between the main portion and the turned up portion of the body ply.

31. (original) The tire of claim 1, wherein the tire includes a crown portion and a runflat band element disposed in the crown portion of the tire.

32. (previously presented) A runflat tire having an axis of rotation, the tire comprising:

a pair of axially-spaced bead portions; each bead portion having a bead core;

a pair of axially-spaced sidewalls;

at least one body ply;

each of the sidewalls including a sidewall insert; the sidewall inserts being adapted to support the sidewall in an uncollapsed runflat operating condition; the sidewall inserts being fabricated from a high modulus material;

each of the sidewalls having a radial portion and a cantilever portion, the cantilever portion being cantilevered with respect to the bead core; the cantilever portion of the sidewall being configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +30 degrees to -30 degrees with respect to the axis of rotation of the tire;

each bead portion including a bead filler that extends into the cantilever portion of the sidewall; and

the bead filler including an axially-disposed outer end that overlaps the position of at least a portion of the sidewall insert.

33. (previously presented) The tire of claim 32, wherein the sidewall insert is disposed axially inwardly of the body ply.

34. (previously presented) The tire of claim 32, wherein the bead filler and the sidewall insert are fabricated from the same material.

35. (previously presented) The tire of claim 34, wherein the material of the insert and the bead filler are fabricated from a hard, high modulus rubber compound having a Shore A Durometer between 70 and 97, a mechanical static modulus in the range of 1400 psi to 4000 psi at 15% strain, and loss tangent delta (tan δ) between 0.03 to 0.2 measured at 100°C, 7% deflection, and 10Hz.

36. (previously presented) The tire of claim 32, wherein the bead filler extends through the cantilever portion of the sidewall.

37. (previously presented) The tire of claim 14, wherein the bead portion includes a bead filler; the bead filler and the sidewall insert being fabricated from the same material.

38. (previously presented) The tire of claim 37, wherein the material of the insert and the bead filler are fabricated from a hard, high modulus rubber compound having a Shore A Durometer between 70 and 97, a mechanical static modulus in the range of 1400 psi to 4000 psi at 15% strain, and loss tangent delta (tan δ) between 0.03 to 0.2 measured at 100°C, 7% deflection, and 10Hz.

39. (previously presented) The tire of claim 1, wherein the cantilever portion of the sidewall is configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +15 degrees to -15 degrees with respect to the axis of rotation of the tire.

40. (previously presented) The tire of claim 39, wherein the cantilever portion of the sidewall is configured such that a reference line tangent to the at least one body ply in the cantilever portion of the sidewall is disposed at an angle in the range of +5 degrees to -5 degrees with respect to the axis of rotation of the tire.